

Regional-Stadtbahn Neckar-Alb

Zweckverband

At a glance:

The regional light rail
Neckar-Alb



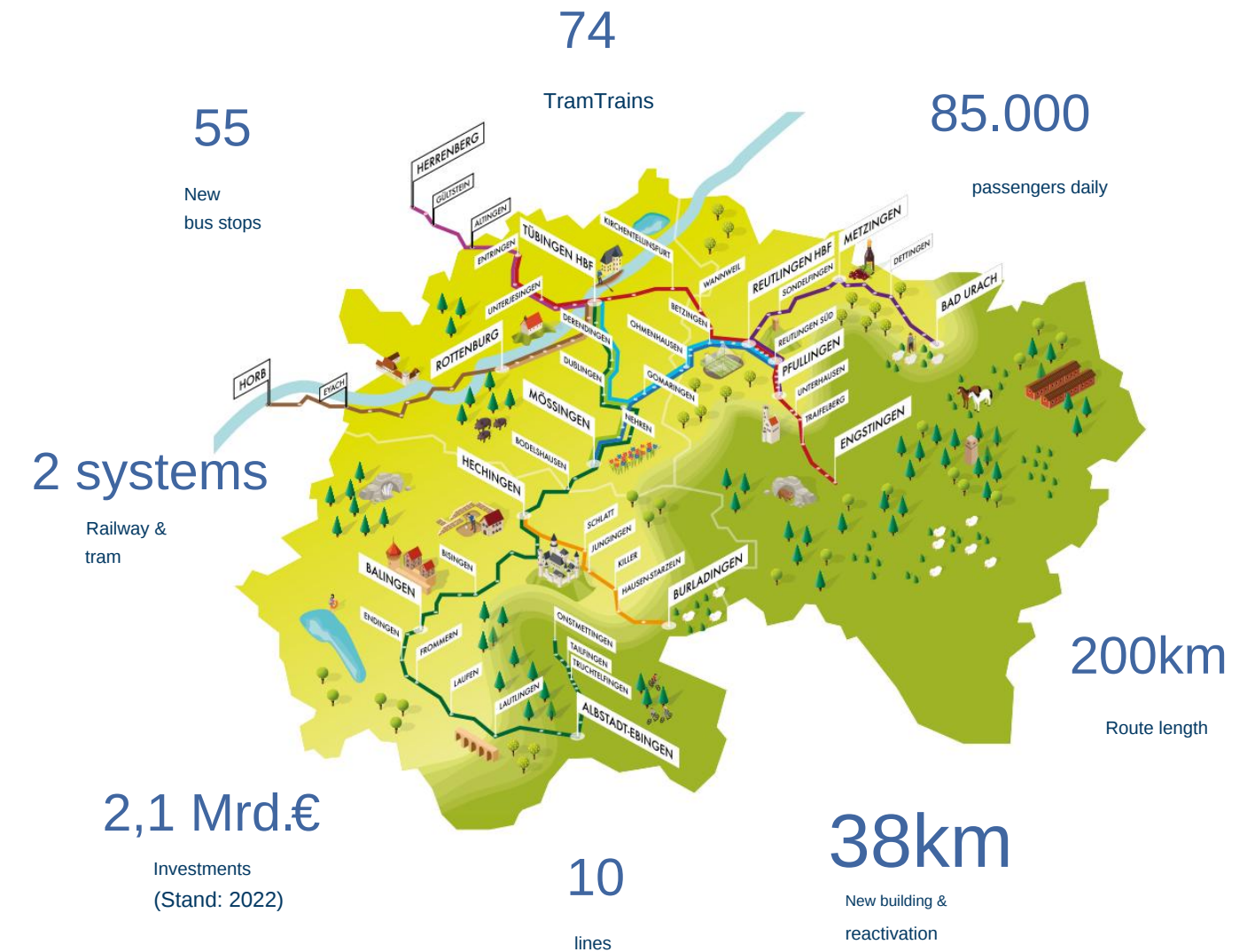
The Neckar-Alb regional light rail system connects 1 region • 3 districts • 717,000 people

The Neckar-Alb regional light rail system is a regional rail transport project that connects the towns and municipalities of the Neckar-Alb region via a dual-system light rail system. We utilize, modernize, and expand the existing infrastructure. and reactivate railway lines in the surrounding area and

These will be linked to newly constructed inner-city tram lines. This will create a completely new pillar of local public transport in our economically vibrant city. strong region with its main center Reutlingen-Tübingen.



Our project in numbers



Our vision:

Sustainable mobility for the entire region

Due to ever-increasing traffic congestion, the first ideas and studies for a comprehensive rail passenger transport concept in the Neckar-Alb region emerged as early as 1994. The goal: to reactivate, expand, and connect disused branch lines. Over time, the idea of including additional tram sections in the overall concept was added, in order to also serve city centers and communities located away from the traditional rail network.

to connect optimally.

This ultimately led to the "Neckar-Alb Regional Light Rail" project: With the regional light rail system, we are sustainably improving mobility in the Neckar-Alb region and making a significant contribution to climate protection. By linking the rail and tram networks, we are creating a seamless and environmentally friendly transport solution with numerous direct connections. This will reduce private car traffic and simultaneously increase the quality of life in our towns and communities.



Soon to be a reality in the Erms Valley: Two tram trains
They meet at Dettingen-Gsaids train station.

Our planning philosophy:

We're taking everyone with us!

We place great importance on comprehensive information and regular exchange with everyone involved in the project. Through information events, route walks, workshops, digital participation maps, and other formats, we involve not only political stakeholders but also the citizens of our region. This ensures that their needs and ideas are incorporated into the planning and that the Neckar-Alb regional light rail system is sustainably integrated into the region.

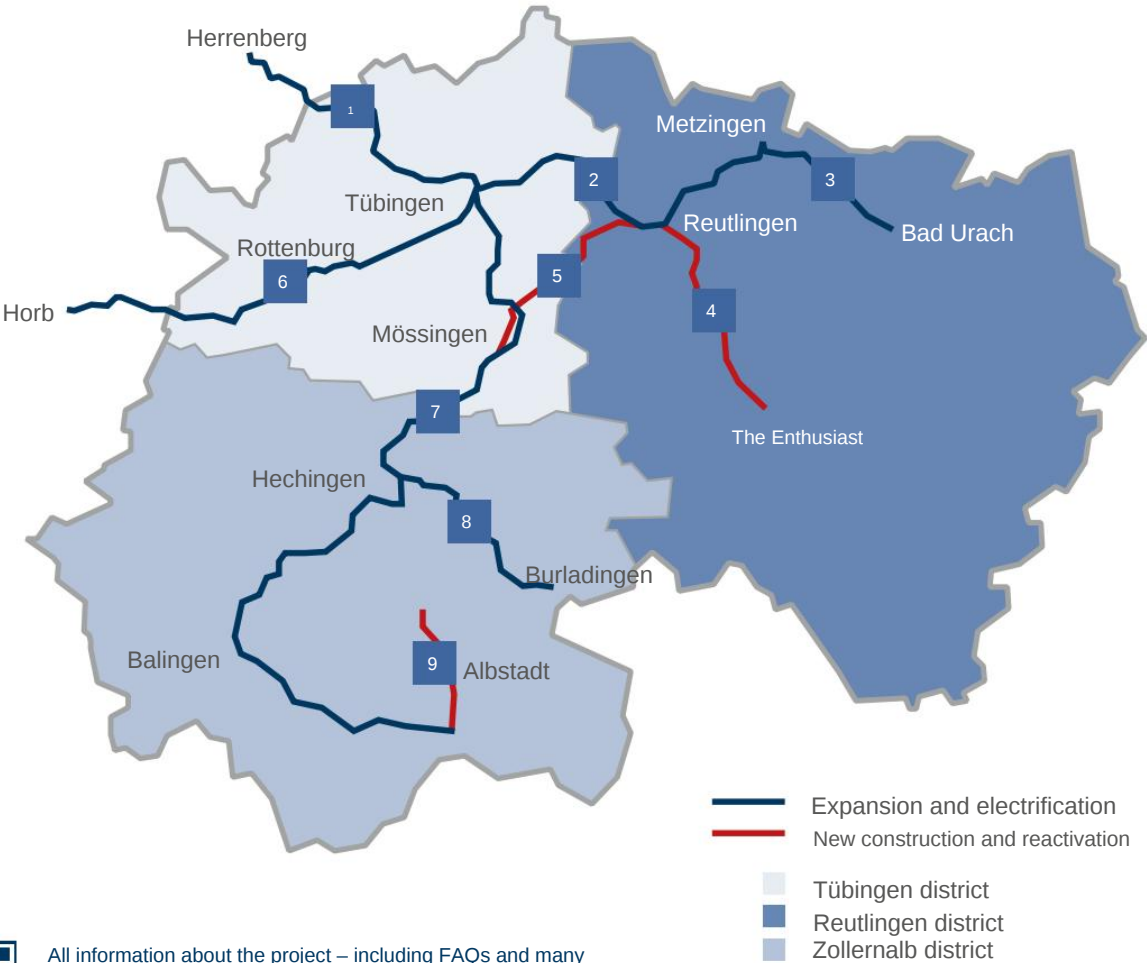
is anchored.



Information event, route walk or workshop discussion: We involve the people from the region and incorporate their opinions and suggestions into our planning.



The future network of the regional light rail system: Nine routes in three districts



All information about the project – including FAQs and many details about the overall network and the individual components.

Route sections – can be found on our website at www.regional-stadtbahn.de.

The future network of the Neckar-Alb regional light rail system consists of nine interconnected individual routes in the districts of Reutlingen, Tübingen and Zollernalbkreis.

We are modernizing and expanding existing lines that are currently under-capable or outdated. New passing loops and additional tracks will allow trains to overtake each other at many points in the future. This will enable

More trains will be running simultaneously, without the possibility of to pass on delays to subsequent trains,

and thus more people can be transported quickly, reliably and in an environmentally friendly manner every half hour between the to promote city centers and the surrounding areas. Further routes- We are reactivating the existing sections and adding new ones.

Overall, many new stops are being created, making the regional light rail system even more attractive.

This will develop step by step over the coming years. a high-performance and reliable network that connects the people of the Neckar-Alb region better than ever before.

Did you know? Every route in the Neckar-Alb regional light rail network has its own name and very special characteristics:

- | | | | |
|---|--|---|--|
| 1 | The direct line to the Stuttgart S-Bahn:
Ammertalbahn >> Tübingen Hbf – Entringen – Herrenberg | 5 | Directly connected in the future:
Gomaringen Bypass >> Reutlingen Central Station – Ohmenhausen – Gomaringen – Nehren – Mössingen |
| 2 | The most frequently used railway line in the region:
Neckar-Alb Railway >> Metzingen – Reutlingen Central Station – Tübingen | 6 | The route to Switzerland and the Black Forest:
Upper Neckar Railway >> Tübingen – Rottenburg – Eyach – Horb |
| 3 | The "citizens' railway" makes a start at the TramTrain:
Ermstalbahn >> Metzingen – Bad Urach | 7 | The longest route on the network:
Zollern-Alb Railway >> Tübingen – Mössingen – Hechingen – Balingen – Albstadt-Ebingen |
| 4 | From the big city to the Swabian Alps:
Reutlingen city center & Echaz Valley Railway >> Reutlingen Central Station – Reutlingen South – Pfullingen – Unterhausen – Honau – Traifelberg – Engstingen | 8 | Hohenzollern Castle always in view:
Hohenzollern Railway >> Hechingen – Burladingen |
| | | 9 | Back on track through the valley:
Valley Railway >> Albstadt-Ebingen – Albstadt-Onstmettingen |

A train with a great deal of added value: Our tram train

Our modern dual-system vehicle, the "TramTrain", can seamlessly switch between railway and tramway operation.

It changes routes and offers passengers a high level of comfort. In the "Team TramTrain" project, we have us with five other transport companies from Germany

We and Austria have joined forces to jointly commission the development and construction of our vehicles. The joint procurement of standardized vehicles, which can be individually configured for each transport company, saves millions in costs.

The first TramTrain for the Neckar-Alb regional light rail system will be delivered at the end of 2027.

The state of Baden-Württemberg procures the vehicles through the Baden-Württemberg State Agency for Rail Vehicles (SFBW). As part of Baden-Württemberg's local transport fleet, the tram-trains will feature the yellow and black bwegt design. They are manufactured by Stadler Rail AG in Valencia, Spain.

-  Free Wi-Fi
-  Charging options for mobile devices
-  Real-time passenger information
-  air conditioning
-  Accessible toilet



The multi-purpose compartment of the TramTrain offers space for wheelchairs, bicycles and strollers, as well as easily accessible seating for passengers with reduced mobility. ©Stadler



Pictograms on the doors indicate where passengers with wheelchairs, bicycles or Strollers are best kept safe

Yellow lines mark where the doors open and close

Four doors on each side of the end cars ensure quick entry and exit.

Multi-purpose areas in the end carriages with space for wheelchairs, bicycles and strollers

Middle carriage without doors as a quiet and comfortable passenger compartment for longer journeys

Barrier-free boarding at platform level

The door opening button is located at a low height and is therefore easily accessible for everyone.

©TRICON AG

Who benefits from the regional light rail system?

Quite simply: The entire region!

In the future, the Neckar-Alb regional light rail system will (RSBNA) the central pillar of local public transport in our Region, because:

- It is the perfect complement to the regional trains, the railway lines of the RSBNA-

Drive through the network.
- It offers optimal connections to the supra-regional rail network, for example towards Stuttgart, the Black Forest, Singen, Lake Constance or Switzerland.
- It complements the bus in a well-thought-out way transport. Where there are no railway lines, they bring people to the

Train timetables coordinate bus connections to transport passengers to the nearest RSBNA stop.

- Modern, air-conditioned and electric trains ensure for high driving comfort in all three districts.

The regional light rail system thus forms the future backbone of a strong "mobility network" in the Neckar-Alb region: It creates the conditions for people in the region to be able to utilize and combine the full range of environmentally friendly means of transport, for example train, bus, taxi, car sharing, bicycle, city scooter and footpaths.

Environment & Sustainability

- Electrified rail traffic and less Cars provide better Air quality in our cities
- By using existing Rail infrastructure Let's conserve resources
- Thanks to electric trains, we will save around 6 million in the future. Liters of train diesel per year¹
- Our goal: 100% Renewable energies from the region

⊕ Personal benefits

- After the introduction of German-Land tickets are paid for by a three-family of members for their own Car costs 1.3 to 6.5 times the price of public transport per month.²
- More time for yourself: During the news during the trip check, read a book or listen to a podcast – in comfortable air-conditioned Vehicles with Wi-Fi and toilet
- Plenty of space for children car, bicycle or wheelchair
- Barrier-free access for all people with and without physical limitations
- Safe travels: Measured in passenger kilometers, the Railway as the safest all land transport ³

🚗 Traffic

- The increase of 20% between 2005 and 2015 increased commuter traffic⁴ in the The region causes regular traffic jams and brings our roads to their limits. Load limits
- A fully occupied tram-train replaces over 200 cars⁵ in rush hour traffic
- The regional light rail brings the People quickly, reliably, environmentally friendly and comfortably in Half-hourly service to their destination in city center or surrounding area

Therefore, investing in the regional light rail system is a sensible decision.



📈 Business

- 15% economic growth since 2011 has ensured prosperity in the Neckar-Alb region – this development should be further promoted.
- Regular traffic jams on important connecting roads affect commuter and delivery traffic, causing losses for businesses.
- Well-developed public transport for commuting to work and for Business travel is a location factor for business decisions. and the growth of companies
- Construction contracts for the regional light rail system bring the Construction companies in our region are experiencing an economic upswing.

Sources:

1 This number is derived from the standardized assessments and refers to the entire RSBNA network with current diesel operation on the Zollern-Alb-Bahn, Oberer Neckarbahn, Hohenzollernbahn, Ermstalbahn and Ammertalbahn.

2 Calculated from the study "Private car and public transport in cost comparison" by the Forum for Ecological and Social Market Economy, published in April 2024.

3 According to »Allianz pro Schiene«, published in December 2023.

4. An update of this study has been commissioned by the Neckar-Alb Regional Association. According to the Federal Institute for Research on Building, Urban Affairs and Spatial Development (BBSR), the trend has been rising throughout Germany for many years.

⁵ According to the report "Mobility in Germany 2017" by the Federal Ministry of Transport, the average occupancy rate per car during rush hour is around 1.1 people.

What role does the special-purpose association play?

And how is the regional light rail system financed?

In short: The Zweckverband Regional-Stadtbahn Neckar-Alb (Regional Light Rail Association Neckar-Alb) is there to get the regional light rail system up and running.

For this purpose, the cities and counties

In 2019, the cities of Reutlingen and Tübingen, the Zollernalb district, and the Neckar-Alb Regional Association – our six member municipalities – founded the "Neckar-Alb Regional Light Rail Association" and began establishing our office in Mössingen. On behalf of our member municipalities, we are responsible for the planning and construction of the project, as well as the associated coordination. All measures for preparing and implementing the future operation of the regional light rail system also fall under the purview of the association. Our "General Assembly" establishes the principles governing our activities, decides on matters assigned to it, and oversees the implementation of its decisions – following the same principle as a municipal council.

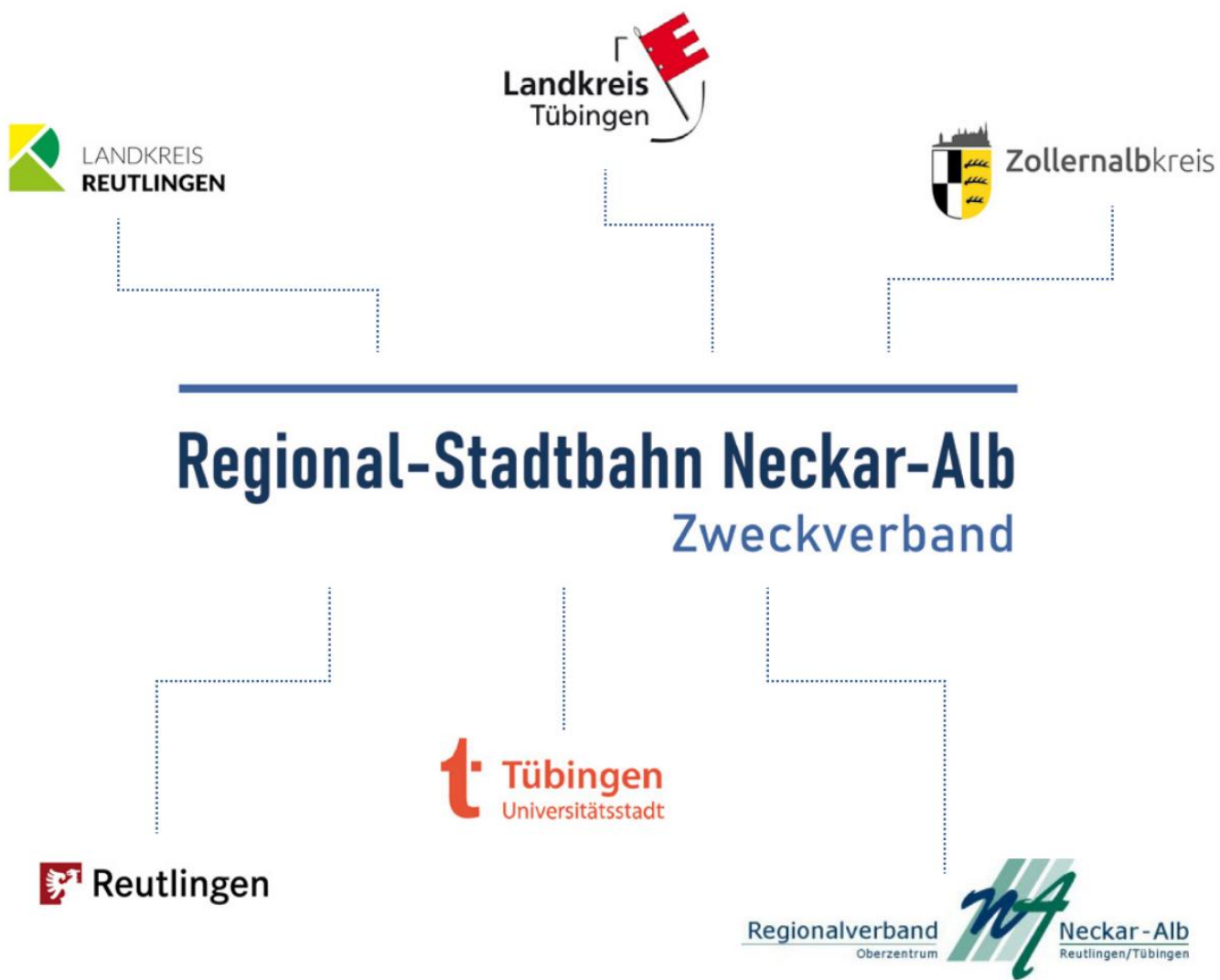
Furthermore, the special-purpose association represents the project to politicians and the public. For example, we ensure that political decisions are expertly reviewed.

We are responsible for accompanying and obtaining all necessary information. All coordination with the federal government regarding funding and with the state of Baden-Württemberg, which organizes local public transport in the state, also falls under our purview. Furthermore, it is our task to comprehensively inform the people of the region about the project and to actively involve them in the construction of the regional light rail system.

And who pays for all this? The investment costs for

The planning and construction of the Neckar-Alb regional light rail system will cost approximately €2.1 billion (as of 2022). The federal government and the state of Baden-Württemberg are covering the largest share of these costs, more than 80%. This is made possible by the so-called "Municipal Transport Financing Act (GVFG)," which currently funds the expansion of rail transport in Germany.

It will receive more funding than ever before. The remaining expenses will be shared among the participating counties and cities according to a jointly agreed financing formula. The state of Baden-Württemberg will also cover a large portion of the costs for the future operation of the regional light rail system.



With a passion for railways and tracks:

Work on the Neckar-Alb regional light rail system

At the Zweckverband Regional-Stadtbahn Neckar-Alb (Regional Light Rail Association Neckar-Alb) People from a wide variety of fields work together.

Together, we'll successfully launch the regional light rail system. With us, you'll become part of a young team that is working with great passion, a wealth of innovative ideas, and a positive attitude to create a completely new pillar of local public transport for our region.

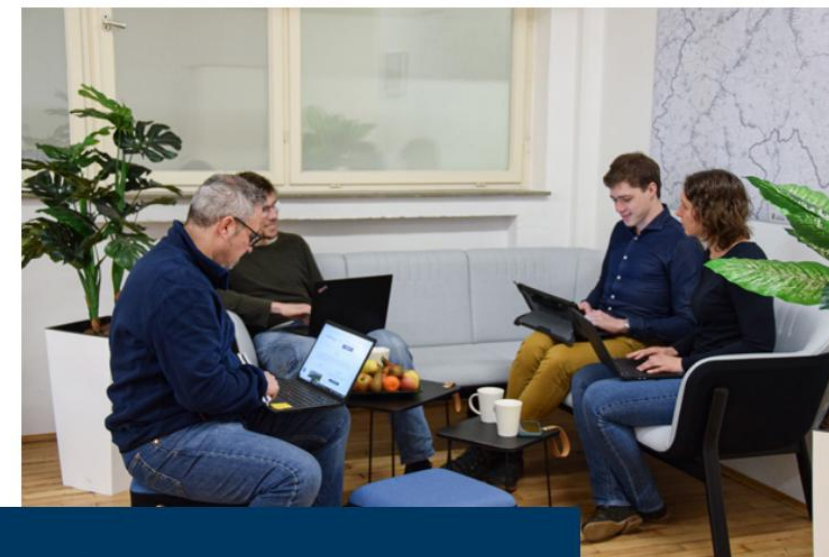
to build.

We are always happy to welcome motivated individuals- to get to know people who would like to support our project with their expertise and commitment.

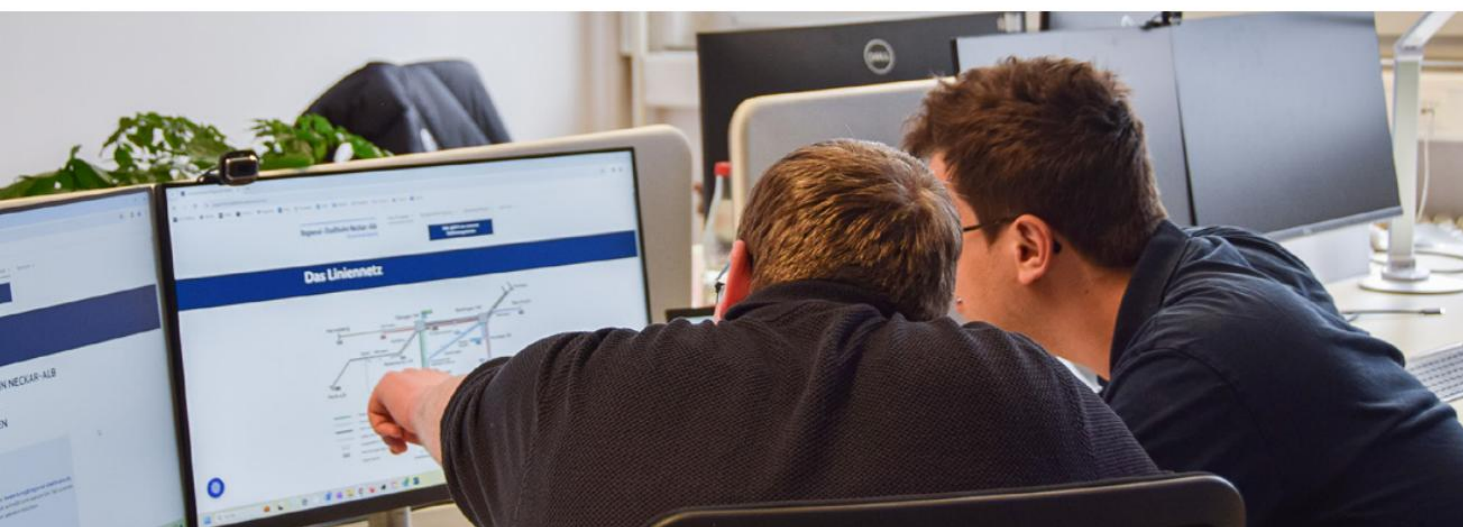
Our diverse tasks offer you exciting job opportunities in one of Germany's largest local transport projects! In these areas you can contribute to the purpose-

contributed to the success of the regional light rail system:

- Offer planning
- Infrastructure planning and construction
- Operational and workshop planning, workshop construction
- Public Relations, Civic Engagement & Marketing
- Organization: Human Resources, Finance & Controlling, IT, Law, General Administration



Current job openings are available
it on our website under
[regional-stadtbahn.de/jobs](https://www.regional-stadtbahn.de/jobs).
We are also pleased about
Unsolicited applications welcome!



Regional-Stadtbahn Neckar-Alb Zweckverband

Special-purpose association

Neckar-Alb Regional Light Rail

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